

2020
FEDERAL
LEGISLATIVE
AGENDA



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MAYOR PRO TEM

Julie Eiselt

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Edmund H. Driggs
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James Mitchell Jr.
Matt Newton
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Affordable Housing

 Support federal funding for the Community Development Block Grant, HOME Investment Partnership and Low-Income Housing Tax Credit programs that support affordable housing initiatives

Comprehensive Immigration Reform

- **H-1B Visas:** Support the continuation of the program and make changes that streamline processing times and allow spouses of Visa holders to work and volunteer
- Asylum Seekers: Support a path to residency and citizenship for asylum seekers
- **Temporary Protected Status:** Support a path to citizenship for those in Temporary Protected Status
- **Deferred Action for Childhood Arrivals:** Support continuation of the program and path to citizenship

Transportation & Infrastructure

- **Transit:** Continue working with the Congress and the Administration to secure federal resources for the build-out of the 2030 Transit Corridor System Plan
- Airports, Highways and Passenger Rail: Support increased federal funding for infrastructure that serves to connect urban and rural areas, including funding for the fourth parallel runway at Charlotte Douglas International Airport
- Modernized and Sustainable Infrastructure: Support increased federal funding for infrastructure that accelerates our transformation toward a sustainable economy and promotes smart cities initiatives, e.g. alternative vehicle refueling stations, renewable energy, and autonomous vehicles and related 5G broadband technology

Urban Area Security Initiative

Support efforts to retain regional eligibility in the Urban Area Security Initiative



2020 Federal Legislative Agenda

Issue: Affordable Housing

Position: Support federal funding for the Community Development Block Grant,

HOME Investment Partnership and Low-Income Housing Tax Credit

programs that support affordable housing initiatives

The City of Charlotte is addressing an approximate 32,000-unit deficit through its Housing Charlotte Framework, which was adopted in August 2018. The Framework is built on the three pillars of expanding the supply of affordable housing, preserving the supply of affordable housing and supporting self-sufficiency efforts.

In November 2018, the voters of the City expressed their approval for expanding and preserving the supply of affordable housing by passing a \$50 million bond referendum by a margin of 68% to 32%. Private and philanthropic sector partners stepped up to the challenge and contributed another \$53 million in land and financial commitments that increase the amount to address affordable housing throughout the City. This funding and other resources will be used to address the current affordable housing deficit. Even though considerable local funds have been raised to address the deficit, federal resources are still required to eliminate the affordable housing deficit.

The City utilizes its allocations from the federal Community Development Block Grant and HOME Investment Partnership Programs, which totals approximately \$8 million per year, to expand the supply of affordable housing, preserve the supply of affordable housing and support self-sufficiency efforts. The City also actively pursues Low-Income Housing Tax Credits, whether at the 9% or 4% level, for the construction of new affordable housing units. These programs provide much needed funding for the City's affordable housing efforts.

The National League of Cities and other national organizations advocating for local governments and/or affordable housing are also supportive of the continuation of these programs at increased levels of funding.

CHARLOTTE DEPARTMENT OF HOUSING & NEIGHBORHOOD SERVICES EXAMPLES OF AFFORDABLE HOUSING

The Stevenson at Brightwalk

Renaissance Seniors at Renaissance

Mother Teresa Villa at Steele Creek



The McNeel

The Park at Oaklawn

Cherry Garden Senior Apartments







2020 Federal Legislative Agenda

Issue: Comprehensive Immigration Reform

Position: H-1B Visas: Support the continuation of the program and make changes

that streamline processing times and allow spouses of Visa holders to work

and volunteer

Asylum Seekers: Support a path to residency and citizenship for asylum

seekers

Temporary Protected Status: Support a path to citizenship for those in

Temporary Protected Status

Deferred Action for Childhood Arrivals: Support continuation of the

program and path to citizenship

Over the last several years, the City has been working to maximize the economic and civic contributions of immigrants living in the City of Charlotte while remaining in conformance with State and federal immigration laws. In 2017, 15.1% of City residents were foreign-born and are primarily from Asia, Africa and Latin America. From 2012 to 2017, nearly 25% of the City's population growth was attributable to immigrants. In 2017, foreign-born residents in Mecklenburg County contributed \$16 billion to the County's gross domestic product.

The City Council started receiving reports in early 2019 that recent changes in immigration policy were creating concerns in the community to the extent that many immigrants were fearful of being detained, which has a negative effect on local businesses and civic affairs. City Council was even hearing reports that immigrants were not reporting crimes to police, which hurts our efforts to promote a safe community. In response, Mayor Lyles appointed a Council committee called the *Immigrant Community Committee* to reach out to the immigrant community and make recommendations to the City Council that enable the City to stay on course towards maximizing immigrant's economic and civic contributions to the City while remaining in conformance with State and federal immigration laws.

The Committee held nine community meetings where attendees shared concerns and considered ways to improve the immigrant experience. Immigrants who are residing in the City and participating in federal programs shared their experiences navigating the federal immigration process. A common challenge cited by H-1B Visa holders is that H-1B policy creates high hurdles for family members to settle here and give back to the community. The H-4 visas, which are granted to spouses, do not permit recipients to work and there is a worry that volunteering could be in violation of their visa requirements. Also, the contract companies that bring in H-1B visa workers to corporations take a large percentage of their paychecks. Asylum Seekers came to this country to escape violence and/or persecution. Locally, the likelihood that they will be granted asylum is low thus separating mixed status families. They would like to see changes in our immigration system to provide a path forward to residency and eventual citizenship. Temporary Protected Status participants have built careers, started businesses, bought homes and are supporting families. With the recent decision to terminate the program for many countries these individuals will lose the successful and productive lives they have built. This will negatively impact economic opportunities for our entire community. Many families in the program have had children in the years since they moved to the United States. Deferred Action for Childhood Arrivals (DACA) program participants were brought to this country as youth know this country as home and are hardworking members of our community who contribute through their work and volunteerism. DACA recipients often fill gaps in our workforce.

OFFICE OF EQUITY, MOBILITY & IMMIGRANT INTEGRATION IMMIGRANT COMMUNITY COMMITTEE



Immigrant Community Committee meeting held on March 21, 2019, at the Our Lady of Guadalupe Catholic Church



Immigrant Community Committee meeting held on March 26, 2019, at the Harris YMCA

2020 Federal Legislative Agenda

Issue: Transportation & Infrastructure

Position: Transit: Continue working with the Congress and the Administration to

secure federal resources for the build-out of the 2030 Transit Corridor

System Plan

Highways, Airports and Passenger Rail: Support increased federal funding for infrastructure that serves to connect urban and rural areas, including funding for the fourth parallel runway at Charlotte Douglas

International Airport

Modernized and Sustainable Infrastructure: Support increased federal funding for infrastructure that accelerates our transformation toward a sustainable economy and promotes smart cities initiatives, e.g. alternative vehicle refueling stations, renewable energy, and autonomous vehicles

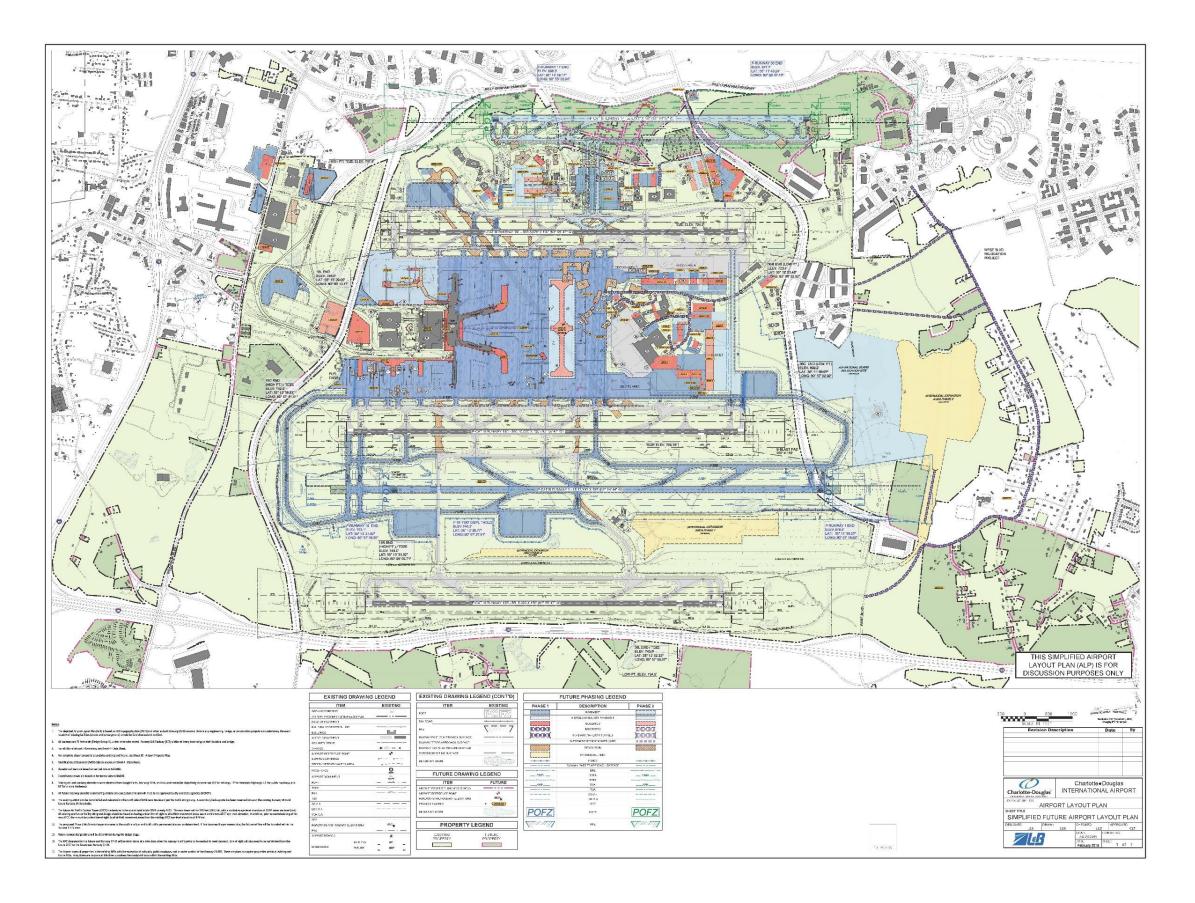
and related 5G broadband technology

The City of Charlotte has a long, productive history of constructing and maintaining infrastructure that serves to promote economic development in the City and region while providing needed services for the public. The City operates the 6th busiest airport in the world that delivers \$23 billion of economic impact annually to the City and region and public transportation services throughout Mecklenburg County that increases mobility while reducing air pollution, and water and sewer services to the developed parts of the County. The City undertakes local road improvements that incorporate complete street designs and other infrastructure needed for an urban environment such as sidewalks and bike lanes. The City also leads in the planning of infrastructure through organizations such as the Charlotte Regional Transportation Planning Organization and Metropolitan Transit Commission. The City is pivoting towards playing a leading role in transitioning the region to a sustainable economy by the year 2050 and has adopted a Strategic Energy Action Plan to help guide those efforts. The City is committed to working with its federal, State and regional partners in the implementation and construction of all types of infrastructure.

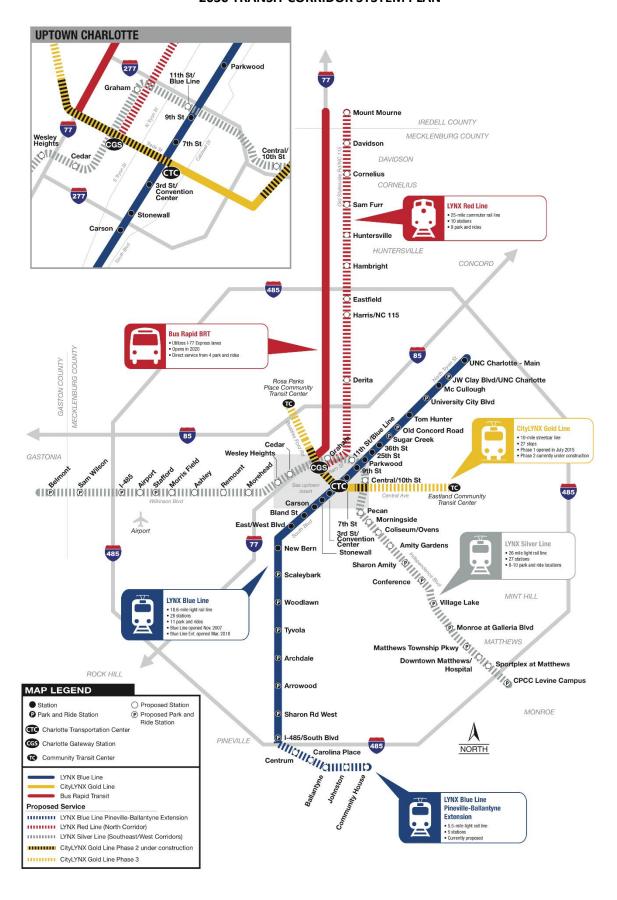
The federal government currently provides substantial funding for public transportation, airports, highways, and other types of infrastructure, which needs to be increased in the coming years. The federal government can play a leading role in funding the infrastructure needed to transition to a sustainable economy and promoting smart cities initiatives. Specifically, the City requests continued support for building out the regional public transportation vision in the 2030 Transit Corridor System Plan, securing federal funding to construct the fourth parallel runway, funding smart cities initiatives and connecting urban and rural areas via infrastructure such as broadband. Infrastructure can be utilized to mitigate the growing disparities between urban and rural areas.

The National League of Cities and other local government organizations, the American Public Transportation Association, and many other organizations support increased federal funding for infrastructure.

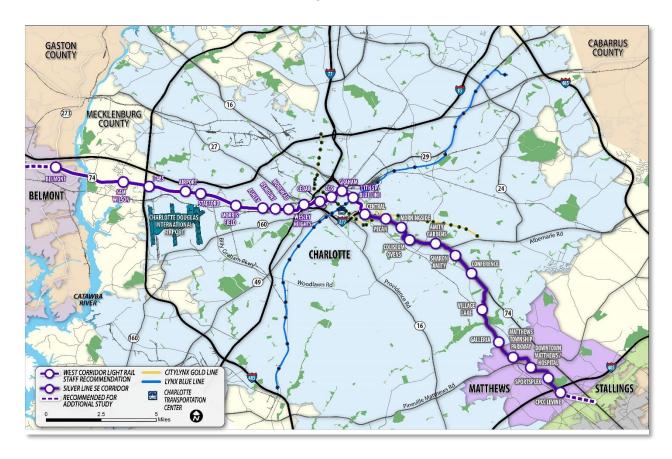
CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT AIRPORT LAYOUT PLAN



CHARLOTTE AREA TRANSIT SYSTEM 2030 TRANSIT CORRIDOR SYSTEM PLAN



CHARLOTTE AREA TRANSIT SYSTEM LYNX SILVER LINE



CHARLOTTE GATEWAY STATION





Issue: Urban Area Security Initiative

Position: Support efforts to retain regional eligibility in the Urban Areas Security

Initiative

The Urban Area Security Initiative (UASI) program was established through the Homeland Security Act of 2002 and is administered by the Federal Emergency Management Agency (FEMA). The purpose of the program is to enable high threat, high density urban areas to build and sustain capabilities to prevent, protect against, mitigate, respond to and recover from acts of terrorism. The program assesses the relative risk from terrorism of the 100 highest risk urban areas in the country, including the ten-county region encompassing the Charlotte-Concord-Gastonia-NC-SC-Metropolitan Statistical Area that consists of the North Carolina counties of Cabarrus, Catawba, Gaston, Iredell, Lincoln, Mecklenburg, Stanly and Union and the South Carolina counties of Lancaster and York. The ten-county region encompasses over 4,800 square miles and is home to 2,340,758 people and accommodates another hundreds of thousands of commuters and daily visitors. The region has significant terrorism related risks due to the presence of corporate headquarters, branch of the Federal Reserve, two nuclear power plants and a major commercial service airport among other factors.

The vision of the region is to prepare both first responders and citizens to help with protection and response activities. The ten-county region focuses on maximizing the sharing and coordinating of resources such as equipment, training and exercises to ensure interoperability and compatibility between regional first responders and establishing and continually updating a regional radio communications system that allows the various counties and municipalities within the region to interface with one another. The region has also used the program to purchase HazMat bomb equipment for first responders. The ten-county region received UASI funding for these activities from its inception through federal fiscal year 2018. The preparations to address terrorism related risks have also enabled the region to jointly address other risks not resulting from terrorism.

The region did not receive UASI funding for FY 2019 and learned recently that it is not eligible for funding in FY 2020. The amount of federal funding received by the ten-county region from the program in its last year of eligibility in FY 2018 was \$2.5 million, of which \$500,000 was directed to the State of North Carolina and \$2 million to the ten-county region.

The Administration has proposed to reduce appropriations for the UASI program in FY 2021. The result, if enacted, is that high threat, high density urban areas will have fewer resources to carry out the program's objectives while the threat from terrorism and other risks continues. The ranking system used by FEMA to measure relative risk from terrorism appears to be characterized by wide variations. The rankings for some regions, including the ten-county region, experience wide swings from year to year.